

Seabee Club Intl.

Capt Richard W. Sanders
6761 N.W. 32nd Avenue
Ft. Lauderdale, FL 33309
(305/979-5470)

Membership: \$18/yr U.S.; \$20 Canada; \$23 foreign, U.S. funds

NOTICE: Effective May '93 dues to increase — \$2
Membership for U.S.: \$20; Can.: \$22; \$25 foreign, U.S. funds

Dedicated to the preservation
and enjoyment of our 47-year old
water-borne wind-wagons, the RC-3.

NEWSLETTER #29; January 1993

Thanks to all of you who were concerned about us in the aftermath of Hurricane Andrew. We really appreciated your calls and letters. We were extremely lucky: just got part of the big blow and not much real damage. The eye of Andrew was 50 miles south of us, but there were still hundreds of trees and roofs (including ours), etc, that were damaged or destroyed here in Fort Lauderdale.

The day after the storm, when phone service was very limited, we received worried calls from members in England, Finland, Canada, etc; two days later, our families and concerned Club members in this country were able to get through to us.

Even our answering machine got drowned out, from a leaking ceiling! We finally had to get a new machine. We're also having to get re-roofed which has still not been taken care of. And our word processor is finally back in operation. A combination of electrical blow-out and wetness from the hurricane rendered it inop for some time.

Second, after all of that, was the reluctance of the machine to cooperate with the disk drive and our difficulty in finding someone to fix it. A "new" disk drive solved part of that problem. It's not easy having an obsolete computer, and we can't change to a new PC because none of our disks would work with it.

Now, we are so sorry to hear of weather problems on the West Coast, from below San Diego up to Oregon and Washington. What Seabee owners have gone through with all the rain, winds and flooding is very grave. Please send us any information on what has happened and what we can do to help.

There were so many wonderful seaplane fly-ins this Fall, and we were not able to make any as we had planned. Not just the storms, not just finances, but getting bumped off of flights when we were supposedly on our way. It is great having airline passes but not so wonderful when our flight is full of paying passengers. We were VERY disappointed in not getting to the Clear Lake (60 N of San Francisco) splash-in to join the many Club members and 'Bees that were there. Next year!!!

You who are EAA members will have read of and seen the fotos of the demolished Weeks Air Museum south of Miami. What a disaster! So many rare and beautiful aircraft lost!

We are most sad about the Seversky P-35A. That may have been the last of the species. We took fotos of her some time ago. She had the company logo on each side: "Sever the Sky". Seversky later became Republic, the P-43 was a direct descendent of the P-35, as would be obvious to anyone familiar with "The Jug".

The P-35A was parked next to a Navy J2F-6 (N1196N) Grumman "Duck", which sadly suffered the same fate. (You remember seeing Frank Tallman's "Duck" fly in various airshows (Reno, etc.) and from the movie "Murphy's War", right?)

Club member John Coleman (near London) sent word that the only remaining Short Sunderland Flying Boat is for sale in the UK. "A unique opportunity to acquire the only Sunderland left in flying condition."

Your editor is intimately acquainted with that particular 'boat, named "Juliet". Years ago I was contacted in San Juan, Puerto Rico. At that time her sister ship, "Southern Cross", was in the same huge war-time Coast Guard hangar.

Southern Cross did get back to England and was ensconced permanently in a museum, never to fly again.

"Juliet" did later make it home to the UK, but not without problems. But she is still flying. The last of an era.

(PRESS TIME, Jan'93: Now we have just learned from EAA's Sport Aviation magazine that Kermit Weeks has bought "Juliet", the Sunderland with the Sandringham nose, and will be bringing her to the USA soon.)

PROPOSED FAA AD REGARDING MARVEL-SCHEBLER CARBURETORS

On 2Jun92 the Feds proposed a rule-making, applicable to some Marvel-Schebler CARBS. NONE OF THOSE DESIGNATED CARB MODELS REFERS TO "our" Franklin 500 (B8F and 9F) engines. The Franklin SeaBee uses ONLY the MA4-5 carb.
(See Franklin Engine Manual, Necessary item "N4", page 445.)

LIKE TO KNOW WHETHER YOUR FRANKLIN ENGINE IS THE ORIGINAL ONE FOR YOUR 'BEE?? We have ALL engine serial numbers of production SeaBeasts and would be glad to answer any questions by phone or mail.

BUYING A 'BEE???

Be sure to check carefully the control cables, pivots, bolts, etc, particularly the Lower Control Wheel Quadrant, Part #1223, and the attached Part #1219 Push Rod, and the nuts and bolts, etc.

(See "N11" Parts Catalog pages 13 and 14).

* * * The loss of a securing nut on the rod caused the elevator control to be lost in flight, and thus the death of Jack Brown, who founded the seaplane base in Florida.* * *

Ask the 'Bee-keepers to remove the lower lift strut fairings so that you can ascertain the condition, at least externally, of the lift strut FITTINGS. Those fittings, external and internal, hold the 'Bee up in flight. If a fitting fails in flight, the wing folds up and she drops to earth. Consider the length of time, since 1946, that these fittings have been relied upon, How much corrosion has accumulated? How much intergranular? Check it. Help preserve the species. (Seabees, that is)

The upper lift strut fittings are just as important, but they are not buried, thus, far less likely to have acquired corrosion.

MEMBERSHIP ALERT:

Last year we advised you of a knowledgeable Seabee mechanic-pilot in the Dallas area who was willing to help Club members in the area.

As far as we know Jack Wybenga has not done anything helpful, and has not done the work that he has promised members.

If you know of a REPUTABLE A&P, who will dare to tackle ol' SeaBeast, let us know and we'll publish his cooperation. We need all the help we can get, right?

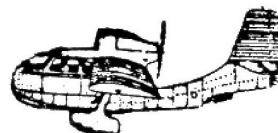
MEMBERSHIP KUDO:

Member Bruce Hill, Miami FAA, who helps us with his expertise and bulletins, etc, has advised that Hartzell no longer has the (erroneous and deadly) bulletin (no.40, 18Jan57) regarding the Franklin's Prop Safety Spring.

This eliminates any confusion about the correct FORWARD position of that infamous spring. (See the many warnings in newsletters since we started this Club).

So, MANDATORY Republic Service Bulletin No. 21, 14Oct47, is THE ONLY relevant bulletin on the prop safety spring. (The Club has been trying for years to get that confusion settled.)

Thanks Bruce, for helping eliminates that deadly contretemps.



John Motrie, Electrol Corp. engineer, wrote to us of how much he enjoyed the weekend at Speculator, on Lake Pleasant in the Adirondaks, with all the seaplanes.

Particularly enjoyable for him was being with Seabees again. All of the hydraulics in ol' SeaBeast were designed by John back in the Forties, when Republic started production. We're certain that he'll join us again next year - same time - same place.

John has been very helpful to all of us already, having loaned his old manuals for us to duplicate for adding to your Seabee file.

See items "N14" ELECTROL POWERPAK MAINTENANCE MAUAL: 18P - \$10(+ \$2 OVERSEAS)

"T158" PACKAGED HYDRAULICS FOR SMALL AIRPLANES: 5P - \$4(+ \$1),

"T159" SeaBee HYDRAULIC ASSEMBLIES and SPARE PARTS Price List ('48): 8p - \$5(+ \$1)

If you'd like to consult with him call 914/338-6545, after 5pm Eastern. Tell him you're a Club member. He has expressed to us how very glad he would be to answer any and all questions about the hydraulic system.

NOTICE: HULL DRAIN PLUGS - \$1 ea.

We've been sending the drain plugs for 80-cents each (7 req'd), but find that the odd \$\$ amount is inconvenient, when everything else is rounded off to EVEN amounts.

So, for future reference, drain plugs are \$1 each.

IF YOU'VE ORDERED SOMETHING BUT NOT RECEIVED IT - Please pardon any delay.

Several large packets of Seabee info have been mailed by us in the past few months and have not reached their destination, reason unknown. Sometimes we get so busy doing the newsletter, or reference research (never ending) that things get misplaced or, literally, lost in the shuffle by the postal service.

So, if you haven't received something after a month, please let us know.

HELPFUL SUGGESTION RE HAVING TO MOVE/TRAILER YOUR GROUND-BOUND SEABEAST:

John Young suggest that you contact Ryder Truck Rental and negotiate for a "car trailer". The trailer is the exact size for the 'Beast, has winches, tie-downs and chains as a package deal.

Could be VERY helpful info, "just in case". John is speaking from experience.

MEMBER ALERT: Capt Tom Hurd advises that the Skaggs' Franklin engine operation is still doing their illegal and shoddy work on our unsuspecting Frank-ophiles.

They are now using the name "BLUE SKY". Like "pie in the sky"??

We thought that we had the FAA's cooperation with the Indiana GADO in stopping the cheating. Caveat Emptor.

And: "The wheels of Justice grind exceeding fine."

Here's some interesting technical info that might well save your 'Bee from "a fat worse than death": a switch that replaces the tailwheel uplock/downlock. The original switches are now 46 years old and are subject to corrosion of failure. New replacement switches are available from Tom Hurd:

"The switches are \$10 ea, ppd. I will provide basic instruction for installation.

"I also have a limited supply of stainless steel exhaust stack retention clips. These replace the existing half-moon clips or full retainers, whether the cylinders are on or off the case. The cost is \$75 for a set of six, including instructions.

"More than one SeaBee has been lost due to inflight fire from exhaust stack retainers rotting off.

"All owners would be well advised to check the condition of theirs."

Thanks, Tom, for your efforts. We all appreciate it.

CAUTIONARY NOTE: IN-FLIGHT FIRE

Over the years several RC-3s (and people) have died from fire in flight. If a fuel fire starts in the engine compartment it will not be readily apparent. When it does become apparent, what do you do?

A former Club member wrote to us about that situation - "The Voice of Experience".

He was at about 3,000' agl when he realized the ship was on fire. He immediately pulled the power off and dove to the ground, which was fairly smooth. The hard touchdown opened up the hull bottom and he and his passenger scrambled out the doors, only lightly singed.

The poor ol' Seabee burned to death.

STUPIDITY!

That fire could've been extinguished IMMEDIATELY after recognition, and a normal, safe landing could have been made.

We hope that you know how.

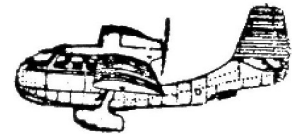
FUEL SHUT-OFF VALVE

WHERE?

Right under the pilot's knees.

RED KNOB. Pull forward 2-3 inches. Cable pulls the carb valve closed. End of problem, except for making a SAFE power-off landing.

As you're pulling the knob, push the nose down HARD and steeply. Keep it there until you have flying speed. Hopefully you will have had enough altitude to round out gracefully for a smooth touchdown, land or water. (Is your gear UP??? Safer.)



Whenever I'm checking out a new 'Bee-keeper, and there's a lake nearby, we go through much the same exercise (simulated power-off).

(The late George Pomeroy suggested this practice.)

From at least a thousand feet awl above water level), throttle back, nose over steeply to keep flying speed, then round out for actual or simulated touch-down.

It's implied that the practice will give you confidence in facing an actual power-off landing, land or water, thereby preserving ol' RC-3 and you.

Want to upgrade your trusty 'Bee for legal night flying? Twenty years ago I installed a simple device that made my occasional night flying legal. Not that we did much flying in the dark, but there are THOSE times, like flying back home from a day on the lake, or from an airshow.

The Whelen Engineering Co. has a simple solution, easily adaptable to RC-3s.

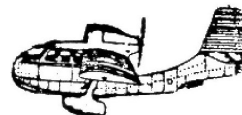
Whelen Part A460: complete TAIL position and STROBE light (one unit) assembly fits into, and replaces, the anchor light, with only a bit of reaming of the socket.

Thus you have a combination anchor light AND strobe light, with the standard instrument panel switch (direct-battery light AND strobe light, with the standard instrument panel switch (direct-battery item to the ANCHOR light), plus a xenon tube strobe circling the base of the anchor light bulb, on a separate panel switch, all in one unit. Looking at the unit on the tail, one sees what looks like ONLY the anchor light.

The wiring is separate, of course, and the strobe power supply can be mounted inside the base of the vertical tail, near a handhole, wired to a separate instrument panel switch.

Whelen Part "A460": Tail position and Strobe light assembly.

Whelen Part "HT" Power Supply. Simple and very effective and LEGAL night flight.



We welcome these NEW MEMBERS who have joined since the previous newsletter:

- JOHN DONNELLEY, TwinBee sn23/N65NE, Danbury, Connecticut.
- ART MUNNS, Norfolk, Virginia.
- BILL SALTON, St Catherines, Ontario.
- BILL SANDERS (my younger brother), Houston, Texas.
- CURTIS HAYMORE, Vienna, Virginia.
- PETER CLEMENS, Vankleek, Hill, Ontario.
- HAROLD MESARIS, Montoursville, Pennsylvania.
- WAYNE GARNER, (friend from the early '50s) sn68/N87515, Maderira Beach, FL.
- CLIFF CAMPBELL, (sn?), Punta Gorda, Florida.
- ROGER KUYPERS (Moody Bible Inst.), sn137/N87570, Elizabethton, Tennessee.
- CHUCK ROBERTS, TwinBee (?), Spokane, Washington.
- GREG BOBBIN, TwinBee sn23/N65NE, Danbury, Connecticut.
- JEFF BRUNNER, TwinBee sn23/N65NE, Danbury, Connecticut.
- ARON FAEGRE, Portland, Oregon.
- ED HART, (?) Pukalani, Hawaii.
- DAVE PERCIVAL, sn1054/N6764K, Ames, Iowa.
- Dr. HENRY TIEDJE, Killaloe, Ontario.
- JOHN HILL, Richmand, British Columbia.
- MIKE BRADSHAW, sn626/CF-EJE, Pitt Meadows, British Columbia.
- JIM GLYNN, sn93/N87533, Fairibault, Minnesota.
- GEORGE KEELER, Jacksonville, Florida.
- DON MACOR, sn430/N6624K, Duluth, Minnesota.
- LORNE McLEAN, New Market, Ontario.
- PAT COYLE, Orange Park, Florida.
- BILL KOLODZEY, Kenner, Louisiana.
- BILL WRIDGE, sn863/N6590K, Seattle, Washington.
- TOM FRASCA, (?) Champaign, Illinois.
- ART HARRISON, sn1054/N36WT, Ames, IA.
- BOB LEDINSKI, sn804/N6538K, Olmsted Falls, OH.
- WALT WESTER, sn461/N76JC, Larkspur, CA.
- DAN GEER, Ledyard, CT.
- GREG MEADOWS, Pensacola, FL.

NEED AN FAA-REQUIRED EXTERNAL DATA PLATE?

We've had quite a few made locally for our U.S. members. The plates are 1/2" x 3", black aluminum, 2 lines of engraving:

REPUBLIC AVIATION CORP

RC-3 S/N (?) Only \$5, ppd. Takes about a week for engraving.

Capt Jim Smith (N6604K, sn887), Miami, former Pan Am, sent a note that he's now flying for Korean Airlines, says "Job OK, but away from home too much". That's a long commute! (Have you become accustomed yet to kimchi?)

ATTENTION MODEL AIRPLANE KIT BUILDERS:

REPUBLIC RC-3 SeaBee kits are finally available again!

The SeaBee Club Int'l has just acquired a bunch of them. We know that you model builders have waited a long time, and at last we have received them.

For those who don't know of them, they derive from the old, late forties, Lindberg Kit #503, plastic components that, when glued together, are tiny (9-inch wingspan, 1/48th scale) replicas of ol' SeaBeast.

They have not been available for several years. At that time we ordered a bunch of kits, made in Mexico then, which members gobbled up, but production ceased for some reason.

Several days ago we got a call from our new, U.S. supplier that they finally were now in stock IN QUANTITY. We bought a quantity.



Now they can be yours for only \$18 per kit, postpaid in U.S.; \$20 for Canada and \$25 for foreign orders.

Republic RC-3 Seabee Model Airplane Kit continued:

They're clear plastic, meaning that whatever paint scheme you use, all seven windows are clear. (But you can tint them if the sun is too bright.)

PARTS: 2 wings, 2 hull halves, which include the vertical tail, 2 floats/struts, 2 lift struts, 2 main gears, 1 tailwheel, 2 horizontal tails, 1 water rudder and 1 prop.

Also included are decals of the original forest green numbers, large (wings) and small (tail), plus the green horizontal stripes on the cabin and tail "beads". Two-page instructions are included.

There are detailed pictures on the box.

In addition, there are sets of the correct markings for English and Israeli 'Bees. (Remember that an Israeli Air Force RC-3 was destroyed on the ground by gunfire from an RAF Spit in Israel's battle for independence many years ago.)

England, in 1947, received four Seabees from Republic.

Of course most of you will duplicate the markings of your own RC-3.

REMEMBER, ONLY \$18 EACH, postpaid, or two for \$34, three for \$50. (Foreign, extra, of course.)

(I suppose that an expert model builder could use two kits for making a UC-1 TwinBee conversion.)

The daughter of long-time SeaBee person, Harmon Leonard Sr, has just advised us that Harmon, at 81, has given up flying and has sold his TwinBee, sn8/N9503U, to an as-yet undetermined person. (If you know please let us know for our research file. Thanks)

The Jun'92 VINTAGE AIRPLANE magazine has some current info in Franklin engines from Warsaw. So far they don't have anything of encouragement regarding "our" Franklin 500, but there is now an American connection that MIGHT possibly, eventually, some day, (?) benefit us. Quoting:

"According to a letter from Pat and Susan Goodman of Atlas Motors in Charles Town, WV, they have been allowed to become the North American distributors for the PZL/Franklin engines, and, wonder of wonders, an actual engine has been shipped and received here in the U.S."

The letter goes on to say, "PZL reportedly is not enthusiastic about making parts for older Franklin engines."

MORE ABOUT FRANKLINS

PRIVATE PILOT, Nov'92, says that "Atlas Motors, a well-known automotive machine shop in Winchester, VA, is distributing Pezetel-built Franklin engines and parts in North America. They are now known as PZL-F engines, and the familiar Franklin logo is still on the upper crankcase cover."

It goes on to say that the accessories are the originally certified AMERICAN ones, such as Bendix mags and Delco starters. The plugs though are Russian.

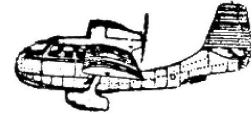
"That's the good news. The bad news is that parts will not be available for the popular Franklin engine used in the Republic Seabee, as this engine was different from the others and is not currently listed by Pezetel."

SUN 'N FUN will be April 18-24 this year at LAKELAND, Florida.

At Lakeland Airport, the Seaplane Pilots Association booth will be C-78; this is the fly-in meeting spot for the week, a place to leave messages, see your friends and to get your tickets for the Friday night Seaplane Barbecue.

Friday is Seaplane Day, with everyone going over to the city park at the northwest corner of Lake Parker, where the seaplanes will line up at the lakefront and plenty of Seabees will be in attendance, we hope.

Seabee Club members will meet at noon on Friday at the seaplane shore picnic area in the city park. Hope to see you all there.



NOTICE: SeaBee REBUILDERS, W.E. Aerotech Services, (Seabee Club members Don Wallace Jr and Merritt Kline) have moved their restoration facilities about 30 miles southwest (if you're a crow), across Puget Sound.

New address: SANDERSON FIELD, West 171 Sanderson Way, Shelton WA 98584.
Tel. 206/426-9706. FAX 206/426-9744.

After nine years of progress they've outgrown the space and will be in a new 17,000 square-foot hangar/office building, accessible by Interstate 5 and US 101. If you're flying in, the airpatch is 3 miles NW of the city.

REMEMBER THAT THEIR EFFORTS WILL HELP KEEP SEABEES ALIVE AND WELL, PRESERVEING THE SPECIES.

PILOT IN COMMAND RESPONSIBILITY

In regard to preserving the species RC-3, there exists a pilot anomaly that needs to be addressed, which pertains to ALL, especially retractable gear, aircraft.

Too many pilots forget that HE/SHE is the PILOT IN COMMAND of that craft, thereby allowing TOWER personnel to make decisions for them, Tower personnel are ADVISORY.

Under normal conditions no such delineation of command is necessary.

But consider the following scenario:

Pilot flying a retractable gear airplane to a controlled airport, and has received the usual information of wind, altimeter, runway and traffic, etc, and proceeds toward the runway.

Time to put the gear and flaps down.

Flaps go down OK, but the gear is now just hanging - not locked.

Pilot advises Tower.

Tower says land on 13, clear of (the preferential) 09.

Pilot: "I'd rather land in the sod, clear of the runway."

Controller: "That would probably wipe out some runway lights and other obstructions. Just land on 13."

Relatively low-time pilot accedes to controller's insistence and lands on runway 13, badly scraping the bottom of the plane.

= = = = = WRONG MOVE!!!! = = = = =

The waiting fire engines move in.

Pilot gets out to survey the hull damage, knowing that if he'd been "allowed" to touch down in the sod, AS HE REQUESTED, there would be NO damage except maybe some grass stain on the bottom.

The object lesson here is that, contrary to what too many pilots now believe, the PILOT, NOT THE CONTROLLER, has the authority to do what HE, THE PILOT, has to do to protect his own and his passenger's safety, and the safety of his aircraft.

DO NOT LET CONTROLERS FLY YOUR PLANE!!!

YOU are the captain. It's YOUR plane and YOUR neck. The controllers are safe and snug in their tower, and not about to be injured by what they say, or you do. Think about it.

Another, simpler, example is landing in a crosswind that the controllers consider "the preferential" runway, but not into the wind, as you'd prefer, especially if you're in your trusty but squirrely SeaBeast.

If you'd rather land on the runway INTO the wind, which we all prefer in the 'beast, tell the controller you want THAT runway. You don't have to explain anything, just don't let him change your mind. It's YOUR plane, and YOUR prerogative.

THEY don't have to pay anything if there's damage. YOU do. You're THE PILOT IN COMMAND. (End of sermon)



MAIN GEAR HELPFUL HINT

(Especially if you have electrical failure)

To visually ascertain whether your main gear is down and LOCKED, even at night, put 1/4x1" red Scotchlite reflective tape pieces, facing you, on the LH landing gear cross tube (stationary) Part 1102, and a matching piece of Scotchlite beside it (gear DOWN) on the gear strut assembly Part 1090.

Now, even at night, with the obligatory flashlight that you DO have in the cockpit, you can open the door enough to see whether the two reflective strips match up in line, confirming "Down & Locked".

(This was learned by yours truly many many years ago when electrical failure pointed out that after-dark hazard. The voice of experience.)

FRANKLIN ENGINE PARTS FROM CARL BAKER CO. (Jan'93)

Just received an answer from Rick Hoffman, representing the Carl Baker Co, telling us of the current status of "our" parts. Quoting:

Yes Dick, I am still in the parts business, but still very busy moving warehouse to new location, til July'93. Seabee members looking for parts should write to me with list of what they are looking for. Don't wait til last second to order a new gasket, etc. As mentioned before, we have fewer and fewer parts left for the old Franklin motors, but if we have a part, and someone needs it, I will do everything possible to get it to that person, if they will only give me a reasonable length of time.

The guys up in Canada have no problems with this system. They send me a list of the parts they are looking for, with Part Numbers if possible. I check my shelves, and the parts I have are quoted price and delivery. They send me a money order and I ship them their parts. This frees me to work at night and on weekends.

Once the warehouse stuff is moved [to new location] I will have more steady hours. Contact through the mail is best for the next five months.

/s/ Rick Hoffman

Carl F Baker Co of California 3541 Old Canejo Rd, #120 Newbury Park CA 91320 (Ph.805/376-2340)
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Pilot OK in belly landing

A single-engine plane made a safe emergency landing at Fort Lauderdale Executive Airport on Saturday after its landing gear failed.

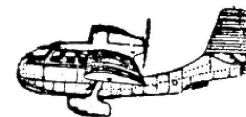
The plane, a Seabee RC-3, arrived from Naples about 10:30 a.m. with only the pilot aboard.

After its landing gear would not extend, the plane landed on its belly, said Cesar Matos, control tower supervisor.

Federal Aviation Administration officials declined to release the name of the pilot but said he was uninjured.

27DEC92

CLASSIFIED: (Free to members)

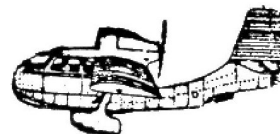


SEABEES FOR SALE

- sn416, Air Transport Ltd's own operating Seabee, for information please contact: Capt. Dick Grouse, PO Box 766 Honiara, (Guadalcanal) Solomon Islands. Ph: 677-30033. FAX: 677-30713
- N6298K/sn511, B9F, 220 SMOH, TT 6685, prop TT 20 SMOH, KX165 Navcom, KI202 VOR/LOC, KT76A Xponder w/encoder, Norhtstar M1A loran, ELT etc, much more. Always hangared, new "rainbow" paint scheme, spare engine, wings and parts. All Ads complied with. Asking \$65,000. Bill Gentry, 430 Bolero Dr, Danville CA 94526. 510/837-8037. (Work: 820-6216//FAX: 820-2477)
- N6657K/sn934, MUST SELL. IRS on my back. Loran, comm, txpndr, encoder. Many spares, inc. case & cyls. \$30,000 w/fresh annual. Gerald Fenton, Churchton MD 20733-9709. 301/261-5195.
- C-FDLS/sn627, completely assembled, new sleeves, 0-time prop June'91. Garage full of misc. spare parts (mostly engine). Best offer over \$30,000 CDN. Claude Hansen, Maniwaki, P. Que.; home: 819/449-6725; work: 449-6633.
- N6501K/sn767, SIMUFLIGHT LYC, TT552 hrs, 18.3 SOH, Annual Oct'90, Prop Cuff AD complied with, new Narco Mk 12D, wing extensions w/droop tips, wide rails, newly sanded & painted white (waiting for your design choice). Richard E Saunders, POBox 1196, Bandera TX 78003. Ph 512/796-3200.
- N6229K/sn428, disassembled, 95% complete, long wings, good B9F (apart), excellent hull. Also extra landing gear, many other gear parts, struts, etc. Bob Stein, 914/292-4437. (NY)
- Sn68, fair shape: B8F engine needs prop housing; logs missing but has clear AOPA title. Some hull damage & corrosion, promising rebuild project. Asking \$18,500, come by & make an offer. Gene Letter, 47 Aspen St, Daytona FL 32124
- UC-1 TwinBee N77GT/sn24 (last one), COMPLETELY equipped, June Annual. Cost \$273,000, sell for \$197,000. George Tuttle, 763 Falmouth Rd, Hyannis MA 02601-2316. Ph 508/771-3535 or 800/869-3535. (NOTE: we are not eager to put hours on her for speculators, so serious inquiries, please.)
- N87507/sn60, Cont.IO-470P (no prop), 20 hrs since overhaul. Has primer coat only, plus engine mount STC. Mac McCarthy, 707/894-3627
- N6005K/sn175, B8F:796hrs, 1,396 hrs AP, 97SMOH+prop, electric fuel pump and two engine-driven pumps, Cleveland disc brakes, steerable T/W, Miller wing ext and droop tips, 3-year old paint & interior, 97 hrs on metal prop: \$55K or best offer. Capt Alan Watson, 619/488-3255.
- C-FFCG/sn887, B9F:94hrs SOH, 1003 TT, wing extensions, painted 1982, \$45,000 US. Andre Belanger, Quebec, phone 418/543-3609.
- N6302K/sn518, rebuilt 1980, 20hrs on STC'Bee LYC conversion (1,030 hrs TT), Annual Jun'91, loran, new nav/com, encoding altimeter, fuel cell and automatic bilge pumps. John Randall, Buffalo, NY. Ph. 716/854-1925.

PARTS FOR SALE

- Franklin ENGINE PARTS: 7 good jugs, all with valves (excellent, some new), some w/rockers, pushrods & springs. Will sell individual pieces. H.C. Leydecker, 12711 Tannehill Pky, McCalla AL 35111-9054. 205/477-6342.
- WING FLOAT STRUTS: Newly manufactured, unassembled but complete for \$175 each. Kit includes one skin, 2 closure angles and one channel. Richard Saunders, Box 1169, Bandera TX 78003. 512/796-3200.
- SeaBee HULL, almost complete, w/wings, tail, etc. Good condition, ready to hook up and tow away. Peter Lampasona, 58 Hurlburt Rd, Gales Ferry CT 06335. 203/446-1488 or 464-7646.
- CARB AIR FILTERS a very desirable addition to your Franklin. Contact member Bob Mills, Philadelphia SPB, at 215/521-3633.



PARTS FOR SALE cont.:

- Complete B9F ENGINE. No logs but turns free and stored inside. \$3500. Tim Holt, 318/424-7323.
- Three 8433L BLADES, \$2500 as is, or \$300 yellow tagged, overhauled. Don Wallace, Jr, 206/851-6461.
- WING and TAIL BUTTON PLUGS: total required: tail (large) 15, wing 32. Contact Donn Booth for more info and price: 21 Otter Creek Pl, Cortland NY 13045. Ph. 607/753-0556. Check how many you need before ordering.
- Two main WHEEL ASSEMBLIES complete with new 7.00x6 8-ply McCreary AirTrac tires, tubes, brake drums & bearings, new Goodyear TIRE & TUBE (no wheel). Also brown/beige LH leather DOOR PANEL. Make offer. Lionel Ladouceur, 514/834-4795 or 834-3458, FAX 834-6860. (Canada)

WANTED:

- Certified Seabee 2-blade Hartzell PROP and serviceable BOW DOOR, (with or without glass). Matti Mecklin, Keriharju 3, 00 430 HELSINKI, FINLAND.
(See Membership Directory.)

Just a reminder that we have available for you a 13-page list of Republic SeaBee reference items: "Required, Necessary, Technical and Literary" (magazine articles, etc). It's an expanded, and continued, list that started with the enclosure in News #17. The 13-page list is only \$4 (refundable with order of more than \$20) plus a self-addressed, stamped, business-size envelope (that is at least 4.5x11).

There are three REQUIRED items that should be kept in your SeaBee: CAA/FAA approved FLIGHT MAUAL, the OWNER'S (flight) MANUAL, and the WEIGHT and BALANCE (Republic) form. The Necessary items are those that are very useful to have for proper care and maintenance, such as the various manuals, (hydraulics, Hartzell, etc), wiring diagrams, overhaul instructions, etc. There are 178 items of a Technical nature (with many more becoming available eventually) and 139 magazine and book articles, etc, in the Literary list.

"Everything you always wanted to know about - - "

SEABEE CLUB REMINDER:

The SEAPLANE PILOTS ASSOCIATION can be very helpful to ALL seaplane pilots. Members of SPA get quarterly newsletters of the WATER FLYING NEWS plus an ANNUAL issue of approximately 64 pages. The 1992 cover has a beautiful color photo of Spike Vipond's N6432K (sn108) on Otsego Lake, Michigan.

Through SPA's Aircraft Insurance Program you can get much better insurance coverage and rates. Phone Hayes, Utley and Associates in Louisville, Kentucky, at 1-800/737-7873. If you're able to attend Sun'n Fun, visit the SPA booth. "Seaplane spoken here".

We have just learned that there will be, for the first time at Sun' Fun, special seaplane categories to be judged. This competition was started at Oshkosh three years ago, and includes Best Fabric Float Plane, Best Metal Float Plane and Best Amphibious Aircraft. (You know what we're hoping for in that last category.) There is a possibility that a Golden Age Seaplane category may be added in the future.

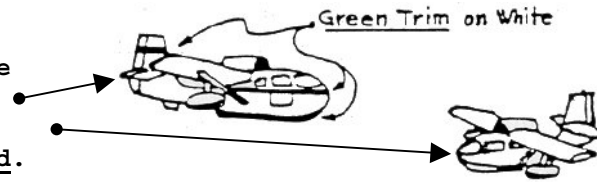
Straight float aircraft will be judged at Lake Parker on Wednesday, Thursday and Friday. (Go for it, Willie Ropp and your beautiful Curtis Wright Travel Air 16E). All seaplanes wishing to be judged MUST register at one of the Sun'n Fun Aircraft Registration Centers at the airport. Also, there will be a special parking area for amphibious aircraft of all types.

For more information, contact Geo Hindall, Seaplane Judging, 936 Bayshore Drive, Englewood FL 34223, phone 813/475-3870. Thanks to Mr Hindall for his work in getting the recognition and competition for all seaplanes.

SHIP'S STORES

- All NEWSLETTER BACK ISSUES, #1 - #26 are available for \$2.00 each.
- Need an EXTRA MEMBERSHIP DIRECTORY to keep in your plane? \$5 each.

- SeaBee PINS/TIE TACS (3 versions):
The outline version, white with the original Republic green enameled markings, or the oblique silver or gold version. Either one in \$10 ppd.



- SeaBee Club GOLF/POO SHIRTS are available in your choice of red or navy, and in sizes from Small to Extra Large. "SEABEE CLUB INT'L" is embroidered in white, above the pocket.

Seabee Club Int'l
N6458K

This is done on a computerized embroidery machine and lasts as long as the shirt.

If you'd like your name and/or "N" number, or initials, it is only an extra \$2 per line.

(Specify if you want them above or below the Club name, or on the opposite side: \$4 extra).

The drawing depicts our own shirts.

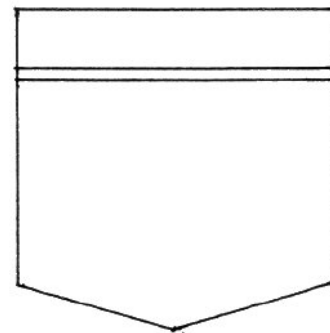
Price per shirt is \$28 postpaid. (U.S. & Can.)

The sizes are Men's, so order accordingly for your lady. The quality is excellent, the collar is non-curl, and it washes well.

Also available without pocket if you prefer, with the lettering in the same place.

We've seen quite a few members wearing them at

various splash-ins and they really look great representing the Club.



- The "determined 'BEE IN FLIGHT'" LOGOS, same as Club News heading, comes in LARGE and SMALL in the original red, black and yellow scheme on a white background, in matching pairs of LH and RH, so that the 'Bees are always facing forward if applied to cabin doors or "splates", etc.

They are the same state-of-the-art, multi-layer configuration, sent with application directions.

- SMALL is 1x7 inches and \$20/pair.
- LARGE is 2x16 and \$39/pair.
- The 6-1/2 by 9-inch dark blue Republic LOGO, with silhouettes (white) of three P-47s in trail, and "REPUBLIC AVIATION", were originally applied to the SeaBee's vertical stabilizer just above the "NC" numbers: \$14 each, or \$26/pair. All are POSTPAID. In addition to your applying the 'Bees to your RC-3's tail, fuselage, cabin, splates or droop tips, show them off also on your van, boat or pickup, etc.
- Old style (Republic) HARTZELL LOGOS for prop blade application: \$15 pr.
- AMERICAN FLAG logo, 4x6", LH and RH: \$7 pr.
- We have the recently required FAA EXTERNAL DATA PLATES for \$7 (only 1 req'd), engraved "REPUBLIC AVIATION CORP, RC-3 SN(709)", with your SN.
- ORIGINAL REPUBLIC DATA PLATES (mounted above the battery box): available IF you are building up a 'Bee WITHOUT its plate. The plates are too scarce to use any other way. We will have the date and serial number engraved. \$12 ppd.



ABBREVIATED HISTORY OF A PARTICULAR SEABEE

By Owner/SeaBee Club member Ray Myers, Oshkosh, with additional input
From Dick Sanders, President, SeaBee Club Int'l.
(Aug. 1992)

In the beginning, Republic Aviation Corporation built RC-3 sn552 (hereinafter referred to as "552"), NC6328K, with Franklin Aircooled Motors engine sn23564 installed. (Franklin "500", 6-cylinder, 215hp, Model 6A8-B9F)

552's first owner (31Mar47) was Metcalf Flying Service, Toledo. Then Dan Vlachos, Michigan, etc. Several intervening owners enjoyed her versatility over the years, including Harry Kornhiser, Miami, then Gordon Travis, Fort Worth, Texas, bought her in about 1965.

Gordon kept his 552 at Meacham Field, in a T-hangar, and flew it regularly, mostly to nearby (only 8 minutes from hangar) Eagle Mountain Lake, an ideal seaplane site. Often he'd be accompanied by hangar neighbor, Capt Marion Wright (Delta/Seabee Club) and sometimes by Tom Danaher (also a Club member), from Wichita Falls, in his RC-3, N191VW, sn150. (Tom was the Volkswagen dealer there.) Landon Cullum, also from Wichita Falls, occasionally joined them in his N6705K, sn988.

THE FOLLOWING IS AN IMPORTANT REMINDER TO ALL OF US 'BEE-KEEPERS

On 25Sep65 Gordon and his wife were enjoyed 552 on Eagle Mt. Lake, as usual, then must have taken off and flown over to the adjacent former Marine Corps Air Station runway, from WWII days. There are two ramps out of the water, and a short road to the runways.

(Your Editor spent many years there on the lake and at Meacham Field, from 1970-77, with sn709, N6458K.)

Later Gordon would have taken off from the runway, and soon thereafter may have been skimming along above the water, maybe 80-90 mph, forgetting about the gear still down from the runway departure. (This was the local hypothesis.)

The gear would have contacted the water very hard, as 552 immediately nose-dived into the water with such attendant force that she nosed over into the lake bottom, about 8-10 feet deep possibly, severely flattening the nose.

They both survived, but with injuries.

Even 552 survived, despite it all, but at great cost. The sudden deceleration in the water broke the main landing gear, of course. And the prop blades were bent badly. Prop blades, you're wondering? The deceleration, and the attendant cruising speed prop rpm was of such magnitude that the blades were bent forward almost to the trailing edge of the flaps (UP).

But even worse than all of that, of course, was the deformation of the nose and windshield area as it impacted the lake bottom.

You'll ascertain from the fotos that there was an inordinate amount of labor on 552 to eventually get her back to flyable status.

* * * * *

552's RESTORATION and Subsequent AIRWORTHINESS, written by the Myers Family:

The exact history of N6328K is difficult to reconstruct as the logs were lost prior to 1975. The original flight test occurred in early 1947.

N6328K has approximately 650 hours total time, airframe and engine. The current engine came from N6511K, sn777. It was removed from that airplane and placed in storage in 1962. In 1966 this engine was majored, and five years later, on 5Jan71, was installed in our N6328K.

It appears that it was involved in an accident some time between Jan'71 and Jan'75. (Ed.Note: Accident occurred 25Sep65.) One of the earliest entries in the new logbook addresses the modification of the nose. The modification is described in detail on the attached -337. The work was done by C.W.Pratt, Rt.2, Box 107, Riverview FL 33569.

Shortly after the modification the airplane was again placed in storage and moved about the country in a non-flyable condition. It finally ended up in a barn in Illinois where it sat for approximately 15 years.

The airplane was then purchased by Ray Myers, Pequot Lakes, MN, in 1985. It was moved to a storage facility in Oshkosh at that time, where it sat until Feb'92.

In February it was moved to Myers Aviation, Oshkosh, where a total ground-up restoration took place. The airframe was stripped and cleaned and a number of airframe repairs were made, to include a rebuild of the rear spar carry-through, replacement of a float strut and the addition of float strut braces. The interior was gutted and all new wiring installed. The hydraulics were rebuilt/replaced where needed.

The instrument panel was rebuilt and a full complement of IFR instrumentation was installed. The cabin also received new glass and the doors were rebuilt.

The engine was majored, the fuel cell replaced and the prop rebuilt.

The Seabee was completed and test flown in Jul'92. N6328K has a number of modifications that make it a unique aircraft.

It is the only Seabee in the world with this nose modification. A partial list of other mods includes a fully instrumented IFR panel, complete with loran-C, a new interior that includes lighter, articulated, seats, equipped with cushions that double as floatation devices. Also there's access through an enlarged deck hatch to an under-deck storage area.

The hydraulic system has an electric pump in addition to the manual pump. The pump handle has been modified to self-store, to a shorter length. Electric bilge pumps are installed in each of the five hull compartments. All switches have been grouped in a logical and easily accessed pattern, and circuit breakers have been replaced with fuses.

The engine and prop have been overhauled. The starter has been rewound to 24 volts, so starting is a breeze.

Landing lights have been installed in the extended wings.

The Seabee has been flown by half a dozen pilots so far. The term "SeaBeast", coined by the SeaBee Club, is most appropriate in describing the first reactions to this airplane by non-Seabee pilots.

Ground handling is excellent with the steerable tailwheel and to brakes. Visibility is also superb as the more forward location of the pilot, and lack of any protruding nose, gives the sensation of taxiing a DC-3.

Land take-offs are quick, with a noticeable stiffening of the elevators and rudder, as the power is applied. The SeaBee tends to "levitate", as opposed to rotating, and the trim tab crank is put to use immediately. The ailerons are heavy and not very effective. Most of us who have flown it find it a "two-fisted" airplane, just like the standard SeaBee. The overhead control levers are easy to reach and seem natural for the airplane.

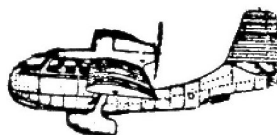
Cruise is around 105mph, on about 14 gallons per hour, the same as a "normal" 'Bee. We are still experimenting with power and mixture settings. She is stable in cruise, with just a hint of wandering, probably accentuated by the pilot's seat being farther forward.

Good ground landings are still elusive for most of us. (Editor's hint: put the tailwheel on FIRST, with FULL back pressure.) Water landings are a sweet experience. We have already landed in some pretty heavy chop but the airplane handles it very well, like the standard Seabee of course. We are still looking for that perfect ground landing technique.

Water takeoffs are fine, but only if all 215 Franklin horses are working together, especially if the water is smooth and the air is hot.

General impressions are that the SeaBeast is one heck of a flying machine, and when operated within its design limits and specifications, it will perform admirably. (And hopefully, for another 46 years.Ed.)

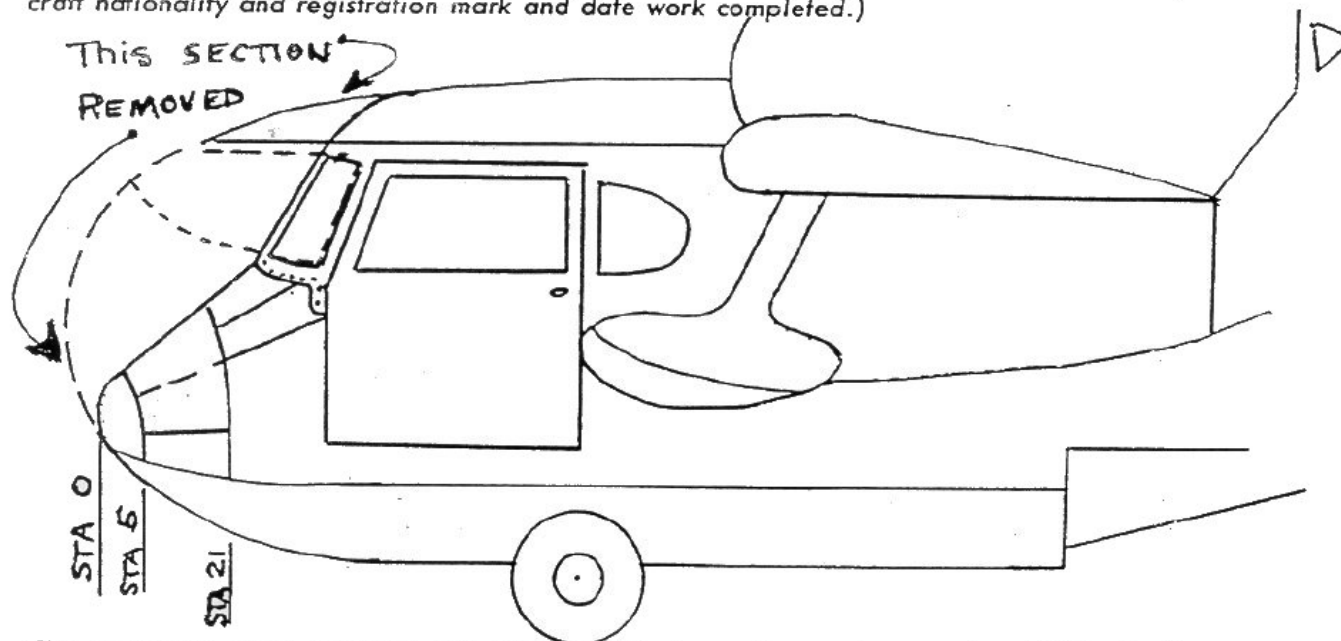
Keith Myers



NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)



The complete nose section has been changed as shown above. An .040" aluminum bulkhead was installed at station 21. An extruded "T" with a web thickness of 1/8 th inch was formed and installed between the windshield and the nose (Sta 0) of the fuselage along the upper center line. A series of five 3/4" bulb angles are installed between the forward door jambs and the nose cap (Sta 5). Three of these are installed on the left side of the fuselage and two on the right. Supplementing these on the right are installed two .050" - "Z" braces. One of these is installed diagonally from the Sta 21 bulkhead at its intersection of the chine rail, then aft to the intersection of the forward door jamb and the lower corner of the windshield. Another .050" angle extends from this brace forward to the bulkhead at Sta 21. The master switch and starter solenoids are mounted on this angle. Double contoured-preformed skins, generally from .032 aluminum, is attached to this structure. A different windshield has been installed in the aircraft. All of the above appears to have been taken from an aircraft of another manufacturer and adapted to this aircraft.

An instrument panel has been fabricated and extends across the entire fuselage. a 1 1/2 x 1 1/2 x 1/16 bulb angle is attached to the bottom of the panel to provide structural integrity between the fuselage sides at the door frames. A military type control for the engine is installed overhead along the center line of the fuselage and contains throttle, mixture control, carb. heat and propeller control. The Wing tip extensions documented on FAA 337, dated 8-10-62, which include spill plates, have been removed and in their place installed Wing tip extensions in accordance with Aero Products , STC SA2-983. A supplement to the flight manual has been included.

The above work has been accomplished in accordance with applicable parts of AC 43.13-1A, Chapter 3. This aircraft has flown with the above modification for an un-determined length of time. Apparently no unusual flight characteristics exist.

Empty weight: 2247.5 ECG: 121.16 Moment: 272309.6

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 03-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE REPUBLIC			MODEL RC-3	
	SERIAL NO. 552			NATIONALITY AND REGISTRATION MARK N6328E	
2. OWNER	NAME (As shown on registration certificate) Edward M. Makela			ADDRESS (As shown on registration certificate) P. O. Box 1398, Gibsonton, Florida 33534	
3. FOR FAA USE ONLY					
The alterations identified herein comply with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. <i>R. Tinsley</i> 2-3-08 1/15/75 FAA Inspector Date					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
C. W. Pratt Route 2, Box 107 Riverview, Florida 33569			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		A&P 2065536
			<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
			<input type="checkbox"/> CERTIFICATED REPAIR STATION		
			<input type="checkbox"/> MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE			SIGNATURE OF AUTHORIZED INDIVIDUAL		
January 15, 1975			<i>C. W. Pratt</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
		1072360		<i>[Signature]</i>	

